



## Chapter 9 Transportation

### Cluster 4 Asset Profile

Cluster 4 is the most unique of all of the clusters from a transportation perspective. It is the origin of many trips and among the most transit dependent areas of the region. It is more developed and serves as a destination. The majority of destinations in the cluster are within proximity to each other and accessible by means other than the private automobile. Hence, exists more pedestrian, taxi, public transit, and alternate modes of transportation than the remainder of the city combined.

The Central Business District (CBD), New Center, Wayne State University, Cultural Center, Medical Center, Easter Market, Sports / Entertainment Centers, and Industrial facilities all serve as major destinations and trip generators producing well over half a million trips per day on average. In addition, many residents of the cluster are employed outside the cluster, shop outside the area and seek goods, services, and entertainment outside the area.

There is also a lack of automobile ownership that results in greater dependence on public transit. This relates in part to low income and higher cost of ownership due to insurance costs and criminal activity. Even though this area has more transit service than any other area in Detroit, this service has its short-comings.

There were many problems cited by residents of the Cluster. They include:

- Lack of access to bus routes;
- Lack of adherence to schedules;
- Poor conditions of buses;
- Poor condition of bus stops; and
- Amount of time one trip takes;

Cluster 4 is served by five of the six major Detroit Freeways: the Lodge Freeway (M-10), the Chrysler Freeway (I-75), the Fisher Freeway (I-75), the Ford Freeway (I-94), and the Jefferies Freeway (I-96). It is also served by state trunk lines of Woodward, Grand River, Fort St., Michigan, and Gratiot, all of which, along with East Jefferson serve as major radii converging into the CBD. The cluster traffic profile is indicated on the following map (A19).

The Lodge and Chrysler Freeways, as well as Woodward Avenue serve as major North/South roadways. The Fisher and Ford Freeways serve as major East and West roadways.

The road network throughout the cluster is extensive. Currently, the road system has more than adequate capacity, but at the same time has many other problems. The greatest of these is its condition with respect to a lack of maintenance, incomplete traffic way improvements in the area and dysfunctional traffic patterns. There has also been concern among residents that additional development planned for the area will result in major traffic congestion, causing environmental problems and neighborhood

disruption. Other problems include poor enforcement of traffic laws and inability for pedestrians to safely cross wide streets.

The surface condition of the streets range from poor to satisfactory. At the present time, considerable work is underway to upgrade the roads and overpasses. According to the Southeast Michigan Council of Governments Transportation Improvement Program indicates that in the next three years transportation funds will be sent to:

1. Improve streetscape at Harmonie Park (1998)
2. Build two new bridges on Belle Isle (1998-99)
3. Resurface streets (1998, 1999, 2000)
4. Improve several intersections (1999-2000)
5. Modernization of traffic signals (1998, 1999, 2000)

The Detroit Department of Transportation (D-DOT) serves the cluster with a number of bus lines, 28 of which serve the CBD and another of which serves the cluster elsewhere. The SMART bus system operates lines in the cluster, 29 of which also travel into the CBD from various suburban locations. It should be noted that most SMART lines operate on a Monday through Friday rush hour schedule. All day and weekend service occurs on major radial streets.

Cluster 4 is the hub of the transportation system (see Map A20). Many lines originate from this area. Connections to the SMART bus system, the train station, and busing to Canada all take place in Cluster 4. Because over half of the residents do not own cars, many people depend strongly on the buses. In accordance with survey response, some residents do have problems with access to bus routes, the poor conditions of the buses and bus stops, the lack of adherence to schedules, and the time a trip takes.

Although five major freeways service this area, commuters and visitors are the primary users. For various reasons, over half the residents of Cluster 4 do not own cars (see Map A21). Many residents are unable to afford a car and rely on the buses. Some live and work in close proximity and do not need a car. The great number of seniors in the area may not find that they need to own a car because senior facilities often provide transportation services.

The area enclosed by the Lodge and I-75 in the west and east, Michigan and Gratiot to the south, and Forest and Warren to the north, has the largest concentration of people without cars. Despite the low number of residents with cars, there is a great deal of traffic because of the daily commuters.